

50-1125

MAR 21 1956

MEMORANDUM FOR: Deputy Director (Support)

SUBJECT: Transportation for Female Employees Required to Work Night Shifts

1. This memorandum is for information only. Particular reference is made to memorandum from DD/S, undated, subject as above, which was received in the Office of Logistics 20 March 1956.

2. In an effort to determine the areas of inadequacy, the problem of furnishing transportation for female employees assigned to night shift and overtime duty has been fully explored and discussed with Agency elements having personnel in this category.

3. The Transportation Division, Office of Logistics, is presently providing (and has been providing for some time) transportation service for female employees assigned night shifts and overtime duty as set forth below:

a. Hourly service beginning at 1800 and continuing through 2100 from all buildings within the North Building compound to I, J, K and L Buildings, Curie Hall, [redacted] Barton Hall, R & S Building, Quarters Eye, then via the inlet bridge to stops at Fourteenth and Independence Avenue and Tenth Street and Pennsylvania Avenue, N. W., where connections are made with public transportation.

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b. Service from the North Building area leaving at 2325 to [redacted] then to Tenth Street and Pennsylvania Avenue, N. W., for discharge and pickup of passengers; from Tenth Street and Pennsylvania Avenue to the Administration Building. After discharge of passengers at the Administration Building, the schedule provides for stops at [redacted] I, J, K and L Buildings and buildings within the Quarters Eye area; from the Quarters Eye area to the Administration Building, thence to Tenth Street and Pennsylvania Avenue. This service provides transportation to and from the Tenth Street and Pennsylvania Avenue bus terminal for telephone operators reporting for duty at midnight and those going off duty at midnight. Also, for female employees working overtime in Building [redacted] as well as other buildings in the area. In instances where the above services do not meet the requirements for transportation, the night duty officer has been authorized to furnish a car from the motor pool to transport employees from

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their place of work to the nearest location where public transportation can be obtained.

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4. In discussing this matter with representatives of the Office of Communications [REDACTED], Project [REDACTED] (Mr. [REDACTED]), Real Estate and Construction Division/OL (Mr. [REDACTED]), this Office was assured that the service presently being furnished is entirely satisfactory and, therefore, there has been no reason for complaint.

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5. In addition, personnel of Project AQUATONE have indicated that additional motor pool service will be required during normal and other than normal working hours. After discussion between personnel of Project AQUATONE and the Transportation Division, it is believed that satisfactory arrangements can be made to provide the service presently required by this project.

6. As has been previously indicated, the present facilities of the motor pool are being heavily taxed. However, when requirements are placed directly on the Transportation Division, an effort is made to furnish service promptly.

7. It has been indicated that other problems have arisen in connection with the night shift of telephone operators as indicated in the attachment. These problems, however, are considered beyond the scope of service that can legally be furnished by the motor pool.

[REDACTED]

Acting Director of Logistics

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Attachment:

Memo to CP, C/RES from
C/TE/OL, subject:
Transportation - Telephone Operators, dated
21 December 1955.